

KING EDWARD VII.  
CHOICE LIQUEUR  
SCOTCH WHISKY  
PER DOZEN ... \$20.00  
SOLE AGENTS  
H. PRICE & CO.  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDIES  
ARE KNOWN ALL OVER  
THE WORLD.  
SOLE AGENTS  
H. PRICE & CO.,  
12, Queen's Road.

No. 13,841 號壹十肆百捌千零壹第 日陸十式月陸年捌十二精光 HONGKONG, WEDNESDAY, JULY 30TH, 1902. 參拜禮 號十零柒年式零百九仟壹英港香 PRICE, \$2 PER MONTH.

SANDEMAN'S  
AUSTRALIAN  
CLARETS  
AND  
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SOLE AGENTS  
A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.  
[a154]

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine Old Highland Whisky  
Sole Shippers CUTLER, PALMER & CO.  
is obtainable in Hongkong from their Agents  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901. [a47]

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\$1.25 PER DOZ.

NET.

*"SPECIAL BLEND" WHISKY*

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.

Apply to  
SIEMSSSEN & CO., Hongkong. [a16  
ONGKONG HIGH-LEVEL TRAM  
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 10.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.45 p.m. Every 10 minutes.  
12.30 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.45 p.m. Every 10 minutes.  
2.45 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.45 p.m. Every 15 minutes.  
3.45 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.45 p.m. Every 15 minutes.  
5.00 p.m. to 5.45 p.m. Every 15 minutes.  
6.00 p.m. to 6.45 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
NIGHT CARS.  
4.45 p.m. to 4.95 p.m. Every 1 hour.  
SUNDAYS.  
Extra cars at 11.45 a.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 85 & 40, Queen's Road East. [a16  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1901.] [a163]

VICTORIA  
CYCLE  
E M P O R I U M  
The pleasure of cycling consists in having  
a first-class machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply all kinds of new descriptions  
of parts and accessories. Repairing can be done  
very quickly and cheaply.

MACEDONIA, 480, 482 &  
484 Queen's Road East.  
Hongkong, 4th April, 1901. [a163]

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
\$5.50 per Cask of 275 lbs. net ex Factory.  
\$3.50 per Bag of 250 lbs.

SHEWWAN, TOWES & CO.,  
General Managers.  
Hongkong, 7th June, 1902. [a160]

AUTOMATIC MAUSER  
PISTOLS.  
CALIBRE 7.63 mm.  
WHA CHAMBER 6x10 CARTRIDGES.  
FIRING 10 SHOTS IN 2 SECONDS  
SIEMSSSEN & CO.  
Hongkong, 3rd October, 1900. [a164]

CARTRIDGES! CARTRIDGES!  
JUST LANDED A NEW STOCK OF  
ELEY'S and KYNOCH'S SPORTING  
CARTRIDGES and NEWCASTLE  
CHILLED SHOT.  
20 BORE CARTRIDGES

10  
12  
10  
8  
W.M. SCHMIDT & CO.  
Gunsmiths.  
Hongkong, 3rd January, 1901. [a165]

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ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC,  
\$23.75 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT  
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This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT.  
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A fine, full, and fruity wine.

IMPERIAL BRANDY  
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THE ELITE OF WHISKY—  
THE "PALL MALL,"  
\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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AMOROSO SHERRY,  
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LA TORRE SHERRY,

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A natural and most pleasant wine to the taste.

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BENEDICTINE LIQUEUR—  
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\$41.75 PER DOZ.

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BATHING DRESSES AND DRAWERS,

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BATH ROBES,

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BATH TOWELS,

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LANE, CRAWFORD & CO. [a164]

JUST RECEIVED A NEW CONSIGNMENT OF  
SPARKLING CHAMPAGNE CIDER

PER CASE OF 1 DOZEN QUARTS—\$7.50

DELICIOUS DRINK FOR THE HOT WEATHER.

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"GLADIATOR" Packing for High Pressure. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Pistons and Valves. Known and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINTS. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. CAUCASIAN METAL Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

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STRAW HATS (ALL SIZES).  
SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES  
FOR SUMMER WEAR.

KELLY & WALSH, LTD.

THE CORONATION NUMBER ILLUSTRATED LONDON NEWS: WITH MAGNIFICENT FULL-PAGE PLATES.

BRASSEY'S NAVAL ANNUAL 1902.

PRINCIPLES OF SANITARY SCIENCE AND PUBLIC SANITATION: THE CAUSATION AND PREVENTION OF INFECTIOUS DISEASES, by W. T. Sedgwick.

THE SANITARY INSPECTOR'S GUIDE, by H. Lemmon-Carron.

PRACTICAL SPANISH: A GRAMMAR OF SPANISH LANGUAGE, WITH EXERCISES, CONVERSATIONS AND VOCABULARIES, by F. de Arteaga y Peters.

METHOD DE OLLENDORFF PARA APRENDER EL INGLÉS POR PALENQUE Y CABRERO: Y. Olave.

SUPERSTITION, CRIME AND MISERY IN CHINA, by Dr. J. J. Maitland.

THE BURDEN OF PROOF: SOME ASPECTS OF SIR R. BULLE'S WORK IN S. AFRICA.

ON ACTIVE SERVICE WITH THE CHINESE REGIMENT, by Captain A. A. S. Barnes.

FOREIGN MISSIONS, by Bishop Montgomery.

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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

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are recommended to the notice of Connaisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED,

THE HONGKONG DISPENSARY.

[31]

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ONLY communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with all communications addressed to the Editor not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.

Anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRIMUS. Codes: A.E.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DEL VOUX ROAD, C.L.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 30th July, 1902.

It seems that there is after all to be no international question about the small island which, after remaining unknown to almost the whole world, has suddenly sprung into prominence. The possession of Marcus Island apparently will not be allowed to become a subject of contention between Japan and the United States of America, the latter Power never having shown anxiety to see the "Stars and Stripes" hoisted over the island and being now unwilling to engage in contention over it. As the supposed discoverer of Marcus Island, Captain Rosehill, is not known to have abated his claims (which from the account which we published yesterday certainly appear strong), there may yet be negotiations about the ownership, but the New York Press, as our London correspondent informs us, is not sympathetic to Captain Rosehill's side of the case, from which we may assume that the question does not arouse public feeling. REUTER'S telegram of the 25th instant, indeed, already showed this. Japan, on the other hand, has taken more energetic action, no doubt on account of the intention of working the island as a Government concern. Geographically considered, Marcus Island would appear most naturally to belong to Japan, if to any nation, for from the latest information as to its position it is not far from the Bonin Islands, over which Japan's sovereignty is of course undisputed. It has been customary to regard the Bonin Islands as the easternmost of Japan's possession (south of the main islands, that is), but there are other islets east of the Bonins, which it would not be surprising to see Japan claim should they prove to have any commercial value. We

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A "Recent Visitor to Macao" writes:—It is rather curious to observe that though so many notable improvements have been made in the buildings and laying out of Macao since H. E. Senhor Horita e Costa was appointed Governor, the only street named after him in the town is a very sordid one. The Rua Horita e Costa is certainly to be described as a "mean street."

Yesterday we reported the death from plague of an European at the Colonial Hotel, Jubilee Street. His name was Frank Korn (not Horn), and it appears that he was an American of German extraction, about 30 years of age and, to far as is known, unmarried. He had formerly been employed as a waiter in Victoria Gaol, and latterly as a bar-tender in various of the drinking saloons throughout the Colony.

The late Marquis Saigo, one of the "Elder Statesmen" of Japan, was born at Kagoshima in April, 1843. His official career commenced in August, 1860. He proceeded to China in the suite of the late Ambassador Okubo in August, 1874. He was sent to the International Exhibition held at Philadelphia in January, 1876. In September, 1878 he accepted the portfolio of Education and acted for the War Minister during the indisposition of Marquis Yamagata. In July, 1882 he was created a peer, receiving the rank of Count. On 23rd December, 1885, he was appointed Minister of the Navy. In July, 1886, he was sent to Europe and America. In May, 1890, he became Home Minister and in 1892 he was appointed Privy Councillor, and Minister of the Navy in March, 1893. He was appointed War Minister in October, 1894, and again became Navy Minister in September, 1896. The title General Field Marshal was conferred on him in January, 1898. According to the Japanese journals the amiable feature of the Marquis's character was his frankness and honesty. He was generally regarded more so than could be known by outsiders and loyal to the interests of the throne.

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A dispatch dated Washington, 21st June says:—President Roosevelt has been unwillingly convinced that no reciprocity legislation can be enacted at the present session of Congress. Senator Foraker said today that the proposed commercial treaty between the United States and Cuba would not be sent to the Senate this session. The defeat of the President is softened by the declaration that reciprocity must come sooner or later, and that the fight will be resumed at a more opportune time. It seems to be the general opinion that the Administration will endeavour to create strong reciprocity sentiment and then call a special session in November for the consideration of a treaty which has already been drafted and which the President wanted to send to the Senate before the expiration of the present session. The President does not take kindly to being defeated through the efforts of the minority in his own party, and it is said that Senator Aldrich, Lodge, Foraker and others had a hard time to convince him that it was necessary to postpone action for the present

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and to a month's hard labour.

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REILLY RAIL WORKERS.

The crew of Tsin Yen, lately commanded by Messrs. Leslie, Weger and Co., who was charged with four prominent notes to the amount of over £1,000,000 and was allowed bail of £10,000, were called to the defendant's court and a warrant issued for the defendant's arrest and to the interests of the throne.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 26th July.

## THE CORONATION.

His Majesty held a Privy Council on board the Royal Yacht at Cowes to-day, and signed the Proclamation fixing the Coronation for the 9th August, making that day a Bank Holiday.

THE KING'S PRIZE AT BISLEY.

Lieutenant Johnson, of the London Rifle Brigade, is the winner of the King's Prize at the National Rifle Association Meeting at Bisley.

## CRICKET—THE FOURTH TEST MATCH.

The Fourth Test Match concluded to-day at Old Trafford, Manchester, has resulted in a win for the Australians by three runs.

## BOXING CHAMPIONSHIP OF THE WORLD.

In the contest at San Francisco for the Heavy-weight Championship of the World, Jeffries knocked out Fitzsimmons in the eighth round.

LONDON, 27th July, 1902.

## THE JEFFRIES-FITZSIMMONS FIGHT.

Numerous portions of collusion between Jeffries and Fitzsimmons in their fight for the Heavy-weight Championship of the World are current in San Francisco. Fitzsimmons was seen to have much the best of the fight until he passed and spoke to Jeffries, who therupon knocked him down and counted him out.

## DEMONSTRATIONS IN PARIS.

The demonstrations against the anti-clerical measures of the French government were continued in Paris yesterday. Some stones were thrown and blows exchanged, but the demonstrators confined themselves mainly to shouting.

## ITALY AND SWITZERLAND.

Relations between Italy and Switzerland are about to be restored, this being due to the agency of the German mediation.

## KING'S PARK OPENING.

We were informed yesterday afternoon from the Colonial Secretary's Office that on account of the unfavourable weather the opening of the King's Park has been postponed till Saturday next, the 2nd August.

## THE WEATHER.

The following typhoon notices were issued from Hongkong Observatory yesterday:—

On the 25th at 5.15 a.m. Black North Cone hoisted.

At 11.10 a.m. The typhoon entered the coast to the East of Hongkong last evening moving Northwards. It is probably filling up. The barometer has risen generally, particularly in the neighbourhood of Hongkong. Pressure is high over E. Japan, and a depression is advancing Eastwards over Manchuria.

Moderate to strong S.E. to S.W. winds along the China coast.

Noon. Black Cone taken down.

The heavy rain which had set in on the previous night continued until early in the afternoon.

## ACCIDENT ON PEAK TRAMWAY.

CARS STOPPED.

On Monday night, about nine o'clock, an accident happened on the Peak Tramway which resulted in the temporary stoppage of the running of the cars. The accident, in its circumstances, was a very simple one indeed, merely the sudden putting on of the brake on a car coming down the hill and the dislocation practically of the cable. From enquiries made at the office of the general managers, Messrs. John D. Humphreys & Son, we learn that the driver of the car in question just after the downward journey had been commenced, for some reason or other suddenly lowered the brake handle, the result being that the brakes clutched the rails with such force as to stop the car instantaneously and, as has already been said, jarring the cable to the point of dislocation. The driver's explanation is that the brake-handle was wet and accidentally slipped. The necessary repairs were carried out with all possible expedition, and the running of the cars was resumed at 7 o'clock last night.

## POLICE COURT.

Tuesday, 29th July.

## BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## DISORDERLY BEHABILITATION.

James Smith, an unemployed seaman, admitted that he had behaved in a disorderly manner whilst drunk in Hollywood Road, and was fined \$2. He had no money, and went to prison for eight days.

## VAGABONDS.

Chang Hop and Lin Fong, coolies out of a job, were found sleeping in a house in Second Street, Yau Ma Tei, the other morning, and were taken into custody by a Chinese sergeant of police on a charge of being rogues and vagabonds.

They admitted this, and were sent to prison for 14 days each, with hard labour.

## WATCHMAN'S HIGH-HANDED ACTION.

Leung Fai, a coolie employed at Hung Hom Police Station, was sent to the docks there with a notice-board. On arriving at the gate, the Indian watchman, on duty, after ascertaining his errand, struck him over the back with his stick and threw the notice-board into the street. The coolie went back to the station and reported the matter, with the result that the watchman was arrested and sentenced to a month's hard labour.

## RAILYARD WORKERS.

The crew of the steamer *Kagoshima Maru*, bound for the port on the 25th inst. p.m., and is expected here on the 14th inst.

The N.Y.K. steamer *Tsushima Maru*, bound

for the port on the 25th inst. p.m., and is expected here on the 14th inst.

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## SUPREME COURT.

Tuesday, 29th July.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOURABLE A. G. WISE  
(PRESIDENT JUDGE).

HANSEN v. MARTY.

In this case H. C. Hansen, lately third engineer on the *Hongkong*, sued A. R. Marty for \$511, being wages and board alleged to be due to plaintiff in lieu of notice. Mr. E. J. Grist, of Messrs. Wilkinson & Grist, solicited appeared for the plaintiff, and Mr. P. W. Goldring, of Messrs. Deacon & Hastings, solicitor, for the defendant.

In his evidence, which had been given on a previous date before the Registrar, Captain J. T. Pannier of the *Hongkong*, had stated that he had been master for two and a half years.

His first engineer engaged the plaintiff and brought him on board the steamer. Witness could not remember when he joined the steamer. The chief engineer gave witness plaintiff's name and he reported the matter at the French Consulate according to custom. The plaintiff, who was a Dane, did not sign the articles, because foreigners never did so. They only required their names on the articles in case of need. The French Consul entered the name on the articles. The plaintiff never signed any paper to witness's knowledge, nor did witness give him any. He was unable to say whether Mr. Marty or the chief engineer had done so. There were certain rules attached to the articles; he had not them by him at that time; they had been mislaid. In reply to questions which were formally objected to by Mr. Grist, witness stated that these rules were supposed to apply to French subjects only and that the rule affecting the engagement of engineers and officers was that when shipped in a French port they must be returned to the port of engagement; they might not be discharged at a foreign port except by consent; foreigners might be discharged, but not Frenchmen. In this evidence, witness deposed that they were bound to take Frenchmen when they were obtainable at the port of departure. The plaintiff was discharged at Hongkong. Notice of discharge was given to him at Haiphong. He was discharged on 7th April and got notice of discharge on the 2nd. There was no reason why foreigners did not sign the articles; it was the law. The reason he discharged the plaintiff was that he had another French engineer to take his place. He was compelled to take the man. The plaintiff had been about a year on board. During his employment on board there was a case of a man named Kandt who was discharged by the chief engineer under similar circumstances. The chief engineer was supposed to know the rules relating to 24 hours' notice. He believed so, as the chief engineer exercised that power in Kandt's case. There was an entry in the articles against the name of foreigners to the following effect—*Etrangers non-inscriti*. The chief engineer was a foreigner. He was not on the articles either. He was on the same footing as the others. It was also customary for engineers and officers on these ships to give 24 hours' notice only of their intent to leave; therefore this notice was reciprocated. That had happened several times since he had been in command of the ship. The wages were paid at the end of the month on the ship's arrival at Hongkong.

Cross-examined.—The articles on which plaintiff's name appeared were in Haiphong. He entered plaintiff's name on these and the Consul vised it. These articles were given to the office of the Commissaire de la Marine; they were in the archives. He gave the rules attached to the articles to Mr. A. R. Marty. The articles were not complete without the rules. When he gave the rules to Mr. Marty this claim had already been made. Mr. Marty had told him that the papers had disappeared from his table. The rules were printed and were obtainable. Only Frenchmen were bound by the ship's articles. These rules were supposed to apply to Frenchmen only. The rules did not say so. The steamer was not subordinated by the French Government, because of the foreigners on board. He could only say that the owner would not get the subsidy as long as he had a foreign crew. The subsidy might be allowed as long as the captain and the first engineer were French. That law had not yet passed. The rules provided for four months' notice on both sides. These rules were attached to the articles when the plaintiff's name was entered.

His Lordship, addressing Mr. Grist, remarked that he was practically suing on the French articles and rules; but he got them?

Mr. Grist said he had not. He thought they had quite sufficient to go upon in the captain's statement that the rules provided that four months' notice should be given or taken. There was also the statement of the captain to the effect that the rules did not state that they applied to French subjects only.

H. C. Hansen, the plaintiff, being called, deposed that he was a native of Denmark, and that he had been engaged as third engineer on the *Hongkong* on Christmas Day, 1900. The first engineer engaged him and took him on board. His pay was to be \$90 a month, with \$5 for board. When he went on board he did not see the ship's articles, nor did he see them at all. The chief engineer explained to him the terms of the engagement, and that his name was put in the articles, explained what was contained in the articles, and that there was four months' notice on either side. He joined the ship on that understanding. He left on 7th April and was paid up till 1st April. He was told at Haiphong that his services would not be required after reaching Hongkong. The reason given was that they were going to carry a French third engineer. He now claimed \$511 of salary and board money for four months and seven days.

Cross-examined.—He had been twelve years at sea and seven years on the China coast. The notice given on ships of other nationalities varied when no stipulation was made. He had not been on English ships. On German ships it was five months.

Mr. Goldring proceeded to address the Court, arguing that plaintiff was only a seaman, and that it was the custom for officers and engineers, other than the first officer and first engineer, to be subject to only 24 hours' notice on other ships.

His Lordship said he desired to have the French Consul present in order to learn what the conditions of engagement were in that case.

An adjournment was accordingly made.

On the Court resuming in the afternoon,

M. M. Henrion, the French Acting Consul, stated in answer to questions by the Lordship that he had seen the articles on French ships and that foreigners entered on the articles as non-inscriti were not entitled to the benefits with

regard to augmentation of pay and pension that belonged to French seamen and engineers.

Cross-examined.—Supposing a man were engaged in Hongkong and he were a French subject, he was entitled to the benefit of the articles. Were he non-inscriti, he would be bound by the custom of the port.

W. S. Bellay deposed that he was superintendent of Mr. Marty's ships and had been so for four years. He engaged the chief engineers, and the juniors were generally engaged by the chief. The amount of notice given on the Marty steamers, so far as his knowledge went, was the same as on all other ships—24 hours. This, he thought, was universal. It was a recognized thing, so much so that no trouble was taken to inform the men of it.

By his Lordship.—The chief engineers could be dismissed on 24 hours' notice.

Cross-examined.—Any engineer on the river and coast steamers could be dismissed on 24 hours' notice. He believed that the 24 hours' clause appeared on these ships' articles. He had not seen the articles of the Marty steamers and did not know whether four months' notice was arranged for on either side.

Mr. Goldring, in addressing the Court at the conclusion of the evidence, said that the Consul's statement was clear that a stranger put on the articles of a French ship, signed by the Consul or the captain, as the case might be, was not entitled to the benefit of those regulations to which the plaintiff claimed to be entitled, and that a stranger who was non-inscriti was precluded from those benefits and was bound by the custom of the port.

His Lordship in delivering judgment said he must go against the defendant. He had asked Mr. Marty to produce blank forms of the articles and rules and this had not been done. He was perfectly certain that they must have such blank forms somewhere about.

Mr. Goldring remarked that he had tried to get them for himself and had been told that they were only obtainable from Haiphong.

His Lordship gave judgment for the plaintiff.

## SEIZURE OF LOOT FROM PEKING.

## PRICELESS IMPERIAL SEALS.

Five imperial jade seals of the Chinese Imperial Government and twelve jade sacred tablets from the imperial temple in Peking were seized by the customs officers at San Francisco last month. The seals and ten of the tablets were part of the baggage of First Lieutenant John B. Schoeffel of the Ninth Infantry, and the other two tablets were in the possession of A. Hess, who returned on the transport *Sachsen*. The seizure is regarded by the local customs officials as one of the most important in the history of the port. It was evidently the intention of both Schoeffel and Hess to get the jade through the Custom-house without discovery, for it was not on the manifest of the ship nor declared as part of the baggage.

Lieutenant Schoeffel returned on the *Hancock*. He was with his company, M. of the Ninth Infantry, and took part in the advance on and capture of Peking by the allied forces in 1900. That campaign was memorable for the tremendous amount of loot seized by the officers and men of the allied forces, although it was the general impression at the time that the Americans had not been as eager and persistent in their looting as the others. Schoeffel says that he parroted the jade seals and tablets from a Chinese, who sold them to him for \$50. The Chinese was very mysterious in his actions and anxious to sell. He had packed it away in the same box that it was seized in yesterday, taking it to Manila, where it remained for about two years. When seized the Lieutenant was apparently the most unconcerned man in the crowd about the baggage. He allowed it to be taken away without protest and went on directing the examination and transfer of the company baggage.

The seizure was made by Inspector Victor J. Lindquist. Although all baggage from the Philippines is given a close examination, customs inspectors were quietly given the tip to pay special attention to the baggage of the Ninth Infantry, for it was thought a great deal of loot would be found that came from China. The Chinese Government has offered large rewards for the recovery of certain articles which disappeared during the foreign occupation of Peking, and for these articles foreign Governments had been asked to watch.

The sacred tablets from the imperial temple were considered the most important. Each tablet is a history of the reign of one emperor and is of enormous value, both from point of age and sentiment, as they have never been duplicated. Both the tablets and the seals are of the purest jade, flawless and highly polished. The carving is done in relief, and is a masterpiece of art. The seals are heavy, about five inches square and two inches thick, and have elaborate handles in the form of dragons with five toes, which indicate that they belong to the imperial family. The tablets are about one foot long by four in width and half an inch thick. The seals have fine silk cords of yellow attached to them, and the tablets are protected by silk mats of yellow, another evidence of their imperial character.

The seals were taken out of the wardrobe and were handed over to the office of Deputy Surveyor St. John, who placed it in safe keeping pending a decision of the Treasury Department, which will be notified by the Collector of the Port. It will probably be returned to Peking.

Owing to the following letter, received from Ho Yow, the Chinese Consul-General, Collector Stratton had decided to postpone further action in restoring the jade tablets and seals to Lieutenant Schoeffel, in whose baggage they were found, and to notify the Secretary of the Treasury that they were being held subject to instructions. I am informed that some lots of stone imperial Chinese seals and tablets are in the possession of the customs at this port (some of which, I believe, are in the Admire department of China). As these articles are undoubtedly official property of the Chinese Government and are unlawfully in the possession of the persons who brought them into port, I beg to submit with my protest against delivering them up into the hands of any persons whomsoever until their absolute rights and status have been proved. We will, on behalf of our Government, put in our protest and application for its return, also with the department at Washington, D.C. Of course, it will take some time to properly produce our evidence as to the status of these seals and tablets.

The Patents—Macmillan & Cameron Limited.

DISERVE: A NATIONAL MEMORIAL FOR THE COURT.

BY A. C. CURRIE, Kelly & Walsh, Queen's Road Central.

THE WATERFALL FIRE. THE STICKWICK FIRE.

THE OWN FIRE. THE GIBSON'S FIRE.

DEALING WITH A THEME VERY MUCH DISCUSSED

nowadays BY AUTHORS OF A CERTAIN SCHOOL.

## REVIEWS.

*Siam in the XXth Century.* By J. G. D. CAMPBELL. London, Edward Arnold. (Second Notice.)

Mr. CAMPBELL divides his book, after the introductory section, into chapters upon the geography and commerce of Siam, the country's past history, the Siamese character and civilization, manners and customs, government and administration, religion, and education. Chapters follow on the Chinese Siam and upon international questions, leading up to the conclusion, from which we have already quoted. Among descriptions of Siam which we have read Mr. Campbell's takes a high place, and his studied fairness gives it a high value. The chapter "Siam in the Past" is brief and necessarily summary, but short of a history of Siam it gives as much as the ordinary reader requires. The section on the Siamese character and civilization is hardly consolatory to well-wishers of Siam, though the author, as we have implied, is far removed from the bitter critics of Siam who have lately made themselves heard freely. The effect of Chinese and European competition, after the opening up of the country, promises little good, Mr. Campbell thinks, for the indolent natives. In trade certainly, and in politics and administration probably, Siam will continue in a condition of dependence on foreigners. The dangers threatened from Chinese immigration are discussed in a special chapter. But Mr. Campbell, it is to be noted, is no believer in the "Yellow Peril," which some people like to see a material increase in the numbers of the "mosquito" fleet, and in that respect he will doubtless have the sympathy and support of his readers. The story of this great naval contest, in which England is pitted against and defeats a combination composed of Germany, Russia, and France, is graphically told, and, indeed, is the sort of narrative one likes to read right through at a sitting, not stopping until the curtain has rung down on the last act in the great tragedy unfolded in its pages. To descend to the practical, however, and contrast reality with fiction, an element which inclines generally to exaggeration, it is interesting and even amusing to compare the author's statement of the achievement of the *Powerful* in this time of national exigency in casting 1,200 tons in ten hours with the record of the *Terrible*—of the existence of which the cruiser, strange to relate, not the remotest mention is made in the book—which recently in this harbour took on board 2,500 tons of coal in nine hours ten minutes. However, some one has said that comparisons are odious, and we readily grant that for the purposes of the history related by Mr. Curtis the performance of the *Terrible*'s sister ship was very creditable indeed. Altogether, *A New Treifdiger* is a most readable book, and the time spent in its perusal will be far from mispent.

The following article appeared in the San Francisco Chronicle before the hitch occurred between the Virginian and the Spanish Commissioners:

Despatches from Rome indicate that a final settlement will be promptly reached of what is possibly the most vexatious question connected with our administration of the Philippines. The original rebellion against the Spanish authority in the archipelago had its origin in disputes between the friars holding large bodies of land and the persons living on them and in their neighbourhood. The American people do not know the merits of this question, having for the most part heard but one side of the story. What they do know is that the friars have been driven from their holding by an exaggerated population and that they do not dare to return, even under American protection. The demand of the Filipinos has been for the forcible confiscation of these lands after the manner practised in California before American conquest, Mexico, and many other Catholic countries. That, of course, was impossible under American government. At the same time the situation as it exists is intolerable, and will not be tolerated. The Philippine Government could double the number of soldiers enough in the vicinity of the lands to protect from open violence all friars who would run the risk of assassination, and even to enforce payment of rents. That is, of course, however, as impossible to us as confiscation of the lands, but to that there is serious objection. The sensible thing to do is to purchase the lands and sell them in small tracts to those living upon them, and that is the course which has been pursued. To this end Governor Taft has been conferring with the church authorities at Rome, and when both parties to a transaction desire to do right, and where the one which has the power is disposed to be generous, there is usually slight difficulty in reaching a conclusion. That has been the case in this instance. The Pope can have no wish to keep the friars in a community where their very presence stirs up wrath instead of a Christian spirit, and this Government has no wish to sequester church property. As a result a certain sum is to be paid to the church for lands not actually devoted to religious purposes and the Government will then deal with the people. This will doubtless be a long and tedious process, as it is said that there is a great number of disputed titles. It is also stated that the dispossessed friars will be sent to other fields promising greater usefulness and that their places will be filled with members of the same order from this country.

TOBACCO MADE HARMLESS.

A number of processes have been devised for removing from tobacco its harmful ingredients, especially the nicotine; but the trouble is that the residue is generally not only harmless, but insipid. Now, however, an experimenter named Goyold, of Halle, Germany, claims to have succeeded in neutralizing the injurious principles of tobacco without taking from it the flavour so much prized by smokers. The following description of Goyold's method and its results is given in *Cosmos*:

The leaves are treated with a solution of tannic acid, which has the property of fixing alkaloids, so that the nicotine and the essence contained in the plant, such as nicotin, etc., are neutralized and rendered insipid. It would appear that this operation does not cause the tobacco to lose its flavour. To renew the perfume dear to the smoker, which is injured by the tannic, the tobacco is then soaked in a prepared decoction of the plant *Origanum vulgare* (wild marjoram). These cigars are now sold in America, Germany, and Russia, and are, it appears, much liked by smokers, while they are recommended by physicians.

Careful experiment has shown, we are told, that this mode of preparation removes all toxic properties from the tobacco. After smoking the prepared cigars, the arterial pressure and the pulse remain precisely the same as before.

A solution of the treated tobacco was even injected into the veins of various animals without serious results. A large number of the cigars have been smoked by Mr. Barlet, who reports on them as follows:

"The cigars retained completely and very agreeably the taste of tobacco; one can barely detect a very slight difference between these and ordinary cigars of the same quality. This surely gives them a great advantage over the so-called denicotinized tobacco."

Wishing to make some experiments on the action of this tobacco, Mr. Barlet smoked between 10 a.m. and 8 p.m. no less than 15 cigars of a grade comparable with those sold at 20 centimes. He did this with perfect impunity, although the day before he had not been able to exceed his tenth cigar, made of ordinary tobacco.

Here is another experiment: Mr. Barlet gave a prepared cigar to a boy of 16 years, who more than once had been made ill by trying to smoke an ordinary Caporal cigarette. The youth felt no disagreeable sensation.

The assertion of the inventor, that he has left all the nicotine in the tobacco and at the same time rendered it harmless is somewhat paradoxical; nevertheless there is nothing unscientific in the idea, that the alkaloid may be chemically fixed so as to make it non-volatile."

SUN SOY LUNG & CO.

PRESERVES OF GINGER and all kinds of FRUITS. Export Orders promptly attended to.

No. 12, DES VIEUX ROAD WEST. Hongkong, 29th June, 1902.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

We have now 40,000 Cubic feet of Cold Storage available at Eliza Point. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

W. P. PARLAMENT, Manager. Hongkong, 1st November, 1901.

## EASTMAN'S

## KODAKS, FILMS.

## AND ACCESSORIES

## DEVELOPING AND PRINTING UNDERTAKEN.

## GOOD WORK. PROMPT RETURN.

## WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

## ACHEE &amp; CO.

## PHOTOGRAPHIC GOODS STORE.

## 17A. QUEEN'S ROAD CENTRAL.

## FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

## THE FEIARS IN THE PHILIPPINES.

The following article appeared in the San Francisco Chronicle before the hitch occurred between the Virginian and the Spanish Commissioners:

Despatches from Rome indicate that a final

settlement will be promptly reached of what is

possibly the most vexatious question connected with our administration of the Philippines.

The original rebellion against the Spanish

authority in the archipelago had its origin in

disputes between the friars holding large bodies

of land and the persons living on them and in

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until that hour the supply is limited. Only supplied for Cash.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 6th Eté Liebre. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

THE Undersigned has just unpacked

Assorted Kinds of PERFUMERY, TOILET SOAPS, TOOTH BRUSHES, TOOTH POWDERS and PASTES, SHAVING STICKS, and SPONGES of Various Sizes.

Offering at reasonable prices.

H. RUTTON JEE,

5, D'Aguilar Street,  
(Telephone No. 190),  
Hongkong, 30th July, 1902. [2049]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 2nd AUGUST, 1902, at NOON, at his SALES ROOMS, Duddell Street.

A QUANTITY OF AMERICAN LADIES' BOOTS, GENTLEMEN'S STRAW HATS, &c.

Also:

250 TINS TOBACCO;  
40 CASES BAVARIAN BEER;  
20 CASES DODD'S ALE;  
20 CASES DODD'S STOUT;  
6 CASES CHAMPAGNE;

&c., &c., &c.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.  
Hongkong, 30th July, 1902. [2048]

## ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FEE-MASONS' HALL, Zetland Street, on FRIDAY, the 1st August, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th July, 1902. [2057]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE.

TO VICTORIA (B.C.) TACOMA AND SEATTLE, Calling at SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PINGSUEY."

6457 Tons, Commander E. Warral, is due here To-day, and will be despatched for the above ports TO-MORROW, the 31st instant. For rates of Freight and further Particulars apply to

DODWELL & CO., LTD.

Agents.  
Hongkong, 29th July, 1902. [2055]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports on FRIDAY, the 1st August at NOON.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.  
Hongkong, 29th July, 1902. [2054]

## S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London, ex.s. Peito, from Bordeaux, ex.s. Ville de Rochefort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 o'clock, To-day, the 29th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 6th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th August, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 6th August, at 3 P.M.

No Fire Insurance has been effected.

G. DR CHAMPEAUX,

Agent.  
Hongkong, 29th July, 1902. [2052]

## GYMKHANA.

THE OFFICERS of the Kowloon Garrison will be AT HOME to their Friends TO-MORROW (THURSDAY), the 31st instant, at 3.45 P.M., in Happy Valley.  
Hongkong, 29th July, 1902. [2050]

IMPERIAL BANK OF CHINA.

## NOTICE.

THE OFFICES of this Bank have been removed to PRINCE'S BUILDINGS, CHATER ROAD.  
Hongkong, 29th July, 1902. [2049]

## CHONG LEE &amp; CO.

FURNITURE STORE, Established over 20 Years. IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plated and Glassware, and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL, Right opposite Robinson Piano Co. Hongkong, 29th November, 1901. [2051]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on SATURDAY,

the 2nd AUGUST, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Vaux Road.

A LARGE QUANTITY OF PROVISIONS,

Comprising—

SALT PORK PRESERVED MUTTON, CORNED BEEF, BUTTER, POTTED MEATS, CHEESE, VEGETABLES, LUNCH and SWEET BISCUITS, GINGER NUTS, CHOCOLATE, COFFEE, SWEETS, SOAPS, &c., &c.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 29th July, 1902. [2049]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on SATURDAY,

the 2nd AUGUST, 1902, at 2.30 P.M., at his No. 1, Albany Road, the residence of

CHARS. FORD, Esq.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,

Comprising—

MARIBURG MAKE TAPESTRY-COVERED DRAWING-ROOM SUITE, TEAK OVERMANTEL, TEA TABLES, BLACKWOOD STOOLS, TABLES, and FLOWER STANDS, LACE CURTAINS, RUGS, JAPANESE INLAID CABINETS, and SCREEN, BRASS STANDARD LANTERN, SCALLOP-DRAWER DINING TABLE and CHAIRS, BOOKCASE, ELECTRO-PLATE, GLASS and CROCKERY WARE, CROQUET SETS, &c., &c.

DOUBLE IRON BEDSTEAD, WARDROBES, TOILET TABLES, WASH-STANDS, &c.;

Also:

1 COTTAGE PIANO by COLLARD & COLLARD, in fine condition.

AXMINSTER PILE CARPET (almost new).

On view from Friday, the 1st August.

Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 28th July, 1902. [2043]

## PUBLIC AUCTION.

M. GEO. P. LAMMERT has received

instructions to Sell by Public Auction,

on TUESDAY,

the 5th day of AUGUST, 1902, at 3 P.M., at his SALES ROOMS, in Duddell Street.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,

Situate at Victoria in the Colony of Hongkong, viz.:

All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Subsection 1 of Section A of Insured Lot No. 25, with the Messuage and Building erected thereon and known as No. 1, Ladder Street, Area 533 square feet. Term 73 years and a further term of 924 years. Annual Rent \$3.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,

12, Queen's Road Central,

Solicitors for the Mortgagors;

or to

THE AUCTIONEER,

Hongkong, 24th July, 1902. [2051]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction;

on WEDNESDAY,

the 13th AUGUST, 1902, at 3 P.M., on board, H. M. Unprotected Composite Gun Vessel

"SWIFT,"

Extreme length ... 180 feet.

Breadth ... 29 feet.

Displacement ... 756 tons.

COPPER-SHEATHED with Kegums by Reunis, TWO CYLINDRICAL TUBULAR BOILERS, and THREE WOODEN MASTS;

As she now lies in the Harbour of Hongkong, THE ANCHORS, MOORING GEAR, BOATS and BOATS' GEAR will not be sold.

A list of fittings to be sold with the ship may be seen at the Offices of the Naval Stores Officer, H.M. Naval Yard, and the Auctioneers; also on board.

The Vessel will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery, 25% of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Launch will leave Murray Wharf at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 25th July, 1902. [2052]

## NOW ON SALE.

## DIRECTORY OF

## PROTESTANT MISSIONARIES

IN CHINA AND JAPAN

FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

On Sale at:

Messrs. KELLY & WALKER, Ltd., Hongkong

Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and Shanghai;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow;

The "DAILY PRESS" OFFICE, Hongkong, and at the London Office: 131, Fleet Street, Hongkong, 26th November, 1901. [2053]

THE OFFICES of this Bank have been

removed to PRINCE'S BUILDINGS,

CHATER ROAD.

Hongkong, 29th July, 1902. [2049]

IMPERIAL BANK OF CHINA.

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Hongkong, 29th July, 1902. [2049]

CHONG LEE & CO.

## FURNITURE STORE.

Established over 20 Years.

IMPORTERS and EXPORTERS, and

Dealers in Furniture, Blackwood,

Jewellery, Curios, Cutlery, Electro-Plated and

Glassware, and other Furniture on Hire, &c. For the HIGHEST GRADE,

BEST and CHEAPE



To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 4, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 2, together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2d August, at Noon.
LONDON, VIA SUEZ CANAL	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th August, at Noon.
LONDON	GLENCOE	Brit. str.	—	R. Webster	MCGREGOR BROS. & GOW	On 10th August.
LONDON	ULYSSES	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th August.
LONDON	ANTERO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	PYTHIUS	Brit. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 20th September.
MARSCILLIES, LONDON & ANTWERP, &c., SPORE & CO.	BINGO MARU	Brit. str.	—	H. Boe	GIBB, LIVINGSTON & CO.	On 9th August, at Daylight.
BALMEN, VIA PORTS OF CALL	BENIAWRA	Brit. str.	—	P. J. Laneschloss	MILCHERS & CO.	On or about 5th August.
HANKE & HAMBURG	KIAUTSCHOU	Ger. str.	—	Bahls	HAMBURG-AMERIKA LINIE	On 7th August, at Noon.
HANKE & HAMBURG	AMBIA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 1st August.
HANKE & HAMBURG	C. FEID LABEZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 23rd August.
HANKE & HAMBURG	KONISBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HANKE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HANKE & HAMBURG	FREEBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
CHINA	ATHOLL	Brit. str.	2 m.	Sander, Wielke & Co.	On 10th August, P.M.	
INDRABATO	INDRABATO	Brit. str.	—	DODWELL & CO., LIMITED	About 5th August.	
BENCLUECH	BENCLUECH	Brit. str.	—	JARDINE, MATHESON & CO.	On 15th August.	
VERONA	VERONA	Ger. str.	—	GIBB, LIVINGSTON & CO.	To-morrow.	
ASAMA	TAPE	Brit. str.	—	CARLOWITZ & CO.	To-morrow.	
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str.	—	SHEWAN, TOME & CO.	To or about 15th August.	
TAMATE	TAMATE	Brit. str.	—	CANADIAN PACIFIC R. CO.	On 6th August, at Noon.	
PINGSUKE	PINGSUKE	Brit. str.	—	E. E. Beetham, R.N.R.	On 10th September.	
TOSA MARU	TOSA MARU	Japan str.	2 m.	DODWELL & CO., LTD.	To-morrow, at Daylight.	
DORE OF FIFE	DORE OF FIFE	Brit. str.	—	J. S. Cox	On 2nd August.	
MUGA MARU	MUGA MARU	Japan str.	—	NIPPON YUSEN KAISHA	On 11th August.	
KIOJUN MARU	KIOJUN MARU	Brit. str.	—	NIPPON YUSEN KAISHA	On 15th August, at 4 P.M.	
HYADES	HYADES	Brit. str.	—	DODWELL & CO., LIMITED	On 12th September.	
INDRAFEUA	INDRAFEUA	Brit. str.	—	PORTLAND & ASIATIC S.S. CO.	On 14th August.	
TAIWAN	TAIWAN	Brit. str.	—	BUTTERFIELD & SWIRE	To-day.	
YAWATA MARU	YAWATA MARU	Brit. str.	—	A. E. Moses	On 2d August, at Noon.	
KAGOSHIMA MARU	KAGOSHIMA MARU	Japan str.	—	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.	
CEYLON	CEYLON	Brit. str.	—	NIPPON YUSEN KAISHA	On 16th August, at Noon.	
HAKATA MARU	HAKATA MARU	Japan str.	—	NIPPON YUSEN KAISHA	On or about 11th August.	
AWA MARU	AWA MARU	Japan str.	—	F. L. Sommier	To-morrow, at Noon.	
SAVOIA	SAVOIA	Brit. str.	—	NIPPON YUSEN KAISHA	On 15th August, at Daylight.	
KWANGSE	KWANGSE	Brit. str.	—	N. Trent	To-morrow, at Noon.	
WHAMPAA	WHAMPAA	Brit. str.	—	Hollingsworth	BUTTERFIELD & SWIRE	
POLYNESIEN	POLYNESIEN	Brit. str.	—	Chevalier	BUTTERFIELD & SWIRE	
CHUSAN	CHUSAN	Brit. str.	—	C. L. Daniel	MESSAGERIES MARITIMES	
DAIJIN MARU	DAIJIN MARU	Japan str.	—	T. Ogata	MITSUBI BUSSAN KAISHA	
ANPING MARU	ANPING MARU	Japan str.	—	G. Sakano	MITSUBI BUSSAN KAISHA	
MAIDUMU MARU	MAIDUMU MARU	Japan str.	—	T. Saito	MITSUBI BUSSAN KAISHA	
NANCHANG	NANCHANG	Brit. str.	—	Hodgins	BUTTERFIELD & SWIRE	
HAICHING	HAICHING	Brit. str.	—	Douglas LaFrate & Co.	DOCTOR AND STEWARDESSE	
KAIFFONG	KAIFFONG	Brit. str.	—	BUTTERFIELD & SWIRE	TO DAY.	
DIAMANTE	DIAMANTE	Brit. str.	—	SHEWAN, TOME & CO.	TO DAY.	
ROSETTA MARU	ROSETTA MARU	Japan str.	—	MITSUI BUSSAN KAISHA	ON 3RD AUGUST.	
PERIN	PERIN	Brit. str.	—	P. & O. S. N. CO.	TO MORROW.	
KUMSANG	KUMSANG	Brit. str.	—	JARDINE, MATHESON & CO.	TO MORROW, AT 3 P.M.	
MILKE MARU	MILKE MARU	Japan str.	—	NIPPON YUSEN KAISHA	ON 15TH AUGUST, AT NOON.	

## SHIPPING.

## VESSELS ON THE BERTH

CHINA NAVIGATION CO., LTD.			
HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.			
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.			
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.			
NEXT SAILINGS.			
"TAIWAN" ... leaves on 20th July.			
"TSINAN" ... 23rd August.			
"CHANGSHA" ... 2nd September.			
"CHINTUNG" ... 29th.			
Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.			
BUTTERFIELD & SWIRE AGENTS CHINA NAVIGATION CO., LTD. Hongkong, 30th July, 1902.			

## VESSELS IN DOCK.

28th July.

ABEL-LYNN DOCKS.—Chingang.

C. W. LYNN DOCK.—H.M.S. Wicca, Zafiro, Selen, Michael Jole &amp; H.M.S. Duke of Fife.

SIEGEN.—French str., for Europe.

HIPSANG, British str., for Swatow.

LEM'S MOON, German str., for Shanghai.

PHICHAWAII, German str., for Bangkok.

SULLIBEE, German str., for Canton.

TEMBILLE, British str., for Home.

SHIPPING REPORTS.

The British steamer Petku, from Kobo 2nd July, had very severe weather.

The British steamer Hong Bee, from Penang 18th July and Singapore 21st, had fresh S.W. monsoon to Cape Paracel. From Padarao to lat. 19 N. light N.N.W. to N.E. with indications of a typhoon to the eastward. On Sunday morning at 11 a.m., ran into St. John's for shelter. Lowest barometer in St. John's 29.42. wind N.N.E. and N.E. force 4-5; left St. John's 23h at 7 a.m. and wind to Hongkong between N. and N.W.N. 4-8; thick rainy weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during their stay in the Hongkong Harbour:

ADOLPH OHRR, Amer. bark, S. Amesbury.

Standard Oil Co.

ALLAS, American ship, McKay.—Standard Oil Co.

KELAT, British ship, John Hughes.—Order

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN."

Captain Chevallier, will be despatched for the above ports TO-DAY, the 30th inst., at 9 A.M.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th July, 1902.

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"BENCLUECH."

Captain Thompson will be despatched as above.

TO-MORROW, the 31st inst.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.

Agents.

Hongkong, 10th July, 1902.

## VESSELS ADVERTISED AS LOADING.

1888

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 4, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 2, together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

## VESSELS ADVERTISED AS LOADING.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS TO MAIL OR REMARKS.

SINGAPORE, PENANG and BOMBAY.

C. L. Daniel, W. B. Palmer.

About 30th July. Freight only.

SHANGHAI.

C. L. Daniel.

About 2nd August. Freight or Passage.

LONDON, &amp;c.

A. G. Cubitt, R.N.R.

About 5th August. See Special Advertisement.

LONDON.

H. S. Bradshaw.

About 5th August. Freight or Passage.

YOKOHAMA, VIA SHANGHAI.

MOJI and KOBE.

W. Hayward, R.N.R.

About 11th August. Freight or Passage.

(Passing through the Island Sea).

Calling at Colombo if sufficient Indemnity offered.

For further Particulars, apply to

E. A. HEWETT.

Supintendent.&lt;/

## VESSELS ON THE BEETH

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	CHANNEL	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 1st August
GLASGOW and LIVERPOOL	"DARDANUS"	On 8th August
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August
GLASGOW and LIVERPOOL	"PYRHEUS"	On 20th August
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August
GLASGOW and LIVERPOOL	"JASON"	On 3rd September

## HOMEBWARDS.

STEAMERS	TO SAIL
"ULYSSES"	On 7th August
"TELEMACHUS"	On 19th August
"ANTENOR"	On 2nd September
"DAEDALUS"	On 16th September
LIVERPOOL Direct	"PYRHEUS" On 20th September

For Freight, apply to  
The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prov.

BUTTERFIELD & SWIRE,  
AGENTS, O. S. S. CO.

Hongkong, 29th July, 1902.

11

THE CHINA NAVIGATION CO.,  
LIMITED.

## STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPoa"	On 30th July.
SWATOW, and TIENSIN	"NANCHANG"	On 30th July.
NAGASAKI, and KOBE	"KWANGSE"	On 31st July.
CEBU and ILOIO	"KAIFONG"	On 2nd August.
PORT DARWIN, THURSDAY	"TAIYUAN"	On 30th July.
ISLAND COOKTOWN, AIRNS, TOWNSVILLE, BRISBANE, and SYDNEY, MELBOURNE, and ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th July, 1902.

12

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMoy	SUNDAY, 3rd T. OGATA
TAMSUI, VIA SWATOW AND AMoy	SUNDAY, 10th T. KITANO
FOOCHOW, VIA SWATOW AND AMoy	THE TUESDAY, 31st G. SAKATO
ANPING, VIA SWATOW AND AMoy	WEDNESDAY, 6th T. SAWI
"MAIDZURU MARU"	AUGUST.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

Agents.

Hongkong, 3rd July, 1902.

15

THE PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG, 122 SHANGHAI, INLAND SEA OF JAPAN, MOKI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN HONGKONG  
"INDRAPURA" 3,152 Hollingsworth Aug. 14, 1902  
"INDRASAMEA" Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

141

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SEATES, CEYLON, AUSTRALIA, INDIA, ABDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA," Captain A. G. Cubitt, E.W.B., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 2nd for the 2nd August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to—

E. A. HEWITT, Superintendent.

Hongkong, 21st July, 1902.

171

THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargos at through rates to the BRAZIL, to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, AND AFRICAN PORTS.)

THE Company's Steamship

"CHINA."

Captain Moles will be despatched as above on SATURDAY, the 16th of August, P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight apply to—

SANDER, WIELER & CO.

Agents.

Hongkong, 22nd July, 1902.

1900

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL

THE Steamship

"GLENTURET."

Captain H. Webster, will be despatched above on SATURDAY, the 16th August.

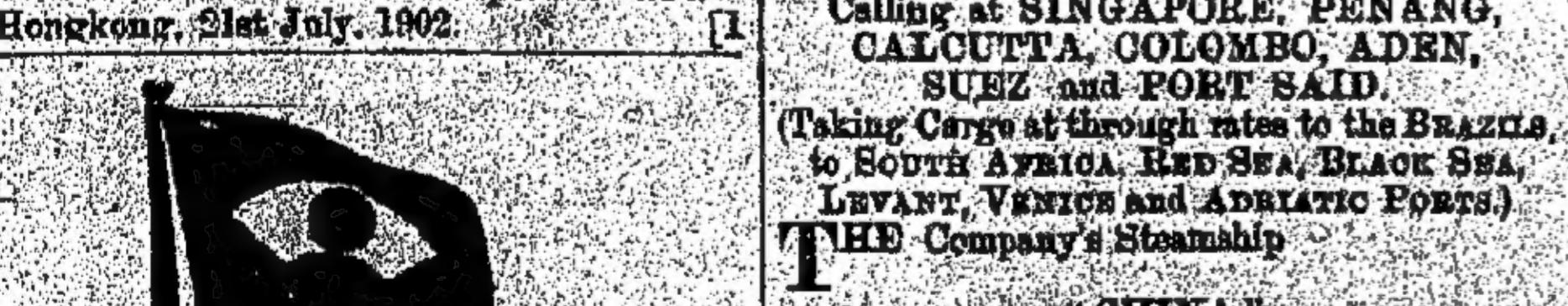
For Freight or Passage, apply to—

MCGREGOR BROS. & GOV.

Agents.

Hongkong, 22nd July, 1902.

1887



TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,576 Tons.

Captain Tate, will be despatched for MANILA

on THURSDAY, the 11th August, at NOON.

Marvellous Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to—

THE MITSUI BUSSAN KAISHA.

Agents.

Hongkong, 28th July, 1902.

18

## ALTERATION.

## "BEN" LINE OF STEAMERS.

## FOR GENOA AND LONDON VIA SUEZ CANAL.

## THE Steamship

## "BENLAWERS."

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to—

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 29th July, 1902.

1902

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## THE Steamship

## "SYDNEY AND MELBOURNE."

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

## "AUSTRALIAN."

Captain Shaw, will be despatched for the above port on THURSDAY, the 14th August.

For Freight, apply to—

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 22nd July, 1902.

1902

THE CHINESE AND AUSTRALIAN STEAMSHIP COMPANY.

## THE Steamship

## "TAIWAN."

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to—

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 22nd July, 1902.

1902

THE CHINESE AND AUSTRALIAN STEAMSHIP COMPANY.

## THE Steamship

## "TAIWAN."

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to—

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 22nd July, 1902.

1902

THE CHINESE AND AUSTRALIAN STEAMSHIP COMPANY.

## THE Steamship

## "TAIWAN."

## POST OFFICE NOTICES

Monday next, the 4th August, being a Bank Holiday, the Post Office will be open for one hour only, from 8 a.m. to 9 a.m.  
Correspondence for local delivery may be posted up to 9 a.m.  
The Night Box will be kept open during the time the office is closed.  
The Express, via China, with the Canadian Mail, left Shanghai on Sunday, the 27th inst., at noon, and may be expected here to-day.  
The Chinese, with the English Mail of the 4th July, left Singapore on Sunday, the 27th inst., at 10 a.m., and may be expected here on or about Friday, the 1st August. This Packet brings replies to letters despatched from Hongkong on 2nd June.  
The China, with the American Mail of the 8th inst., left Yokohama on Monday, the 28th inst., at dusk, and may be expected here on or about Tuesday, the 5th August.

## MAILS WILL CLOSE

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA (Supplementary mail on board up to the time fixed for departure of the mail)		
Canton	Wednesday, 30th, 7.30 A.M.	
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide	Wednesday, 30th, 10.00 A.M.	
Bangkok		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail)		
Macao		
Shanghai and Weihaiwei		
Shantou		
Singapore and Bombay		
Swatow and Tientsin		
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle		
Canton		
Hoihow and Haiphong		
Nagasaki and Vladivostock		
Suwow, Amoy and Foochow		
Singapore, Penang and Calcutta		
Swatow and Shanghai		
Nagasaki and Kobe		
Swatow, Amoy and Fouchow		
Tientsin		
Kudat and Sandakan		
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma		
Thursday Island, Townsville, Brisbane, Sydney and Melbourne		
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail)		

## TO-MORROW.

Gymkhana, Happy Valley, 3.45 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

29th July.

ON LONDON.—	Bank Bills, on demand	1.83
Bank Bills, at 3 months' sight	1.84	
Bank Bills, at 4 months' sight	1.94	
Credits, at 4 months' sight	1.94	
Documentary Bill, 4 months' sight, 9/4		
ON PARIS.—		
Bank Bills, on demand	2.15	
Credits, at 4 months' sight	2.22	
ON LIVERPOOL.—		1.77½
Bank Bills, on demand	42½	
Credit, 60 days' sight	48½	
ON ROTTERDAM.—		130
Telegraphic Transfer		130
Bank, on demand	1304	
ON CALCUTTA.—		1304
Telegraphic Transfer		130
Bank, on demand	1304	
ON SHANGHAI.—		1304
Bank, at sight	74	
Private, 30 days' sight	75	
ON YOKOHAMA.—		1304
On demand	1304	
ON MANILA.—		2 p.m.
On demand	2 p.m.	
ON SINGAPORE.—		1 p.m. pm.
On demand	1 p.m. pm.	
ON BATAVIA.—		1044
On demand	1044	
ON HAIKOW.—		1 p.m. pm.
On demand	1 p.m. pm.	
ON BALI.—		1 p.m. pm.
On demand	1 p.m. pm.	
ON MANGKOK.—		69½
On demand	69½	
SEVEREONS, Bank's Buying Rate	\$11.40	
G'D LEAS, 10% per cent	\$59.75	
G'D SILVER, per cent	24½	
OPIUM.		
28th July.		
Quotations are— Allowance net to 1 cent.		
Malta New \$910 to \$920 per picul.		
Malta Old \$1020 to \$1040		
P.F. per wrapped— to —		
Persian fine quality 1000 to —		
Persian extra-fine— to —		
Faith New \$1015 to — per cheet.		
Faith Old \$1027 to —		
B-Sares New \$915 to —		
B-Sares Old \$915 to —		
VESSELS EXPECTED.		
THE CANADIAN MAIL.		
The C.P.R. steamer <i>Empress of Canada</i> arrived at Shanghai at 7 p.m. on the 26th inst., and left again at noon on the 27th for Hongkong, and may be expected here on or about the 1st prox.		
THE ENGLISH MAIL.		
The P. & O. steamer <i>Chinese</i> left Singapore for this port on the 27th inst., at 10 a.m., and is due here on the 1st prox., at about 8 a.m.		
THE GERMAN MAIL.		
The Imperial German mail steamer <i>König Albert</i> left Colombo on the 25th inst., p.m., and may be expected here on or about the 1st prox.		
The Imperial German mail steamer <i>König Albrecht</i> left Kobe via Nagasaki and Shanghai on the 27th inst., p.m., and may be expected here on or about the 6th prox.		
THE AMERICAN MAIL.		
The P.M. steamer <i>China</i> , with mails, &c., from San Francisco to the 8th inst., via Hongkong, left Yokohama for this port on the 28th inst., at daylight, via Inland Sea, &c.		
The O. & C. steamer <i>Doric</i> , with mails, &c., left San Francisco for this port via Honolulu, &c., on the 10th inst.		
The T.K.K. steamer <i>Nippon Maru</i> , with mails, &c., left San Francisco for this port, via Honolulu, &c., on the 24th inst.		
MERCHANT STEAMERS.		
The N.Y.K. steamer <i>Yawata Maru</i> (Australasian Line) left Nagasaki for this port on the 26th inst., p.m., and is expected here to-day.		
The "Ben" Line steamer <i>Balmoral</i> , from Antwerp and London, left Singapore on the 24th inst., and is due here to-day.		
The C.M. steamer <i>Frances</i> , from Glasgow, Liverpool and Straits, left Singapore on the 23rd inst., and is expected here to-day.		
The "Shire" Line steamer <i>Demulgibhaya</i> left Singapore on the 23rd inst., and may be expected here to-day.		

ARRIVALS AT HOME—2d June—Indus, 10th	
—Cathay, Glenloch, Hudson, Kamakura Maru, 17th—Silesia (Aus.), 20th—Princess Irene, 24th—Inaba Maru, 1st July—Segovia, Malacca, 4th—Lao Adria, Prince Regent Lipold, 7th—Javan, 8th—Maristain, Hitachi Maru, Glacis, Flandria, 11th—Achilles, 14th—Socorro, 15th—Savonia, Ieson, Uyon, 16th—Austria, Glengarriff, Kaiso, 22nd—Preston, Salasic, Wakae, Marburg, 25th—Serbia, Agamemnon.	
Arrivals at Home—2d June—Indus, 10th	
—Cathay, Glenloch, Hudson, Kamakura Maru, 17th—Silesia (Aus.), 20th—Princess Irene, 24th—Inaba Maru, 1st July—Segovia, Malacca, 4th—Lao Adria, Prince Regent Lipold, 7th—Javan, 8th—Maristain, Hitachi Maru, Glacis, Flandria, 11th—Achilles, 14th—Socorro, 15th—Savonia, Ieson, Uyon, 16th—Austria, Glengarriff, Kaiso, 22nd—Preston, Salasic, Wakae, Marburg, 25th—Serbia, Agamemnon.	
PASSAGERS.	
ARMED.	
Per <i>Habla Maru</i> from London, for Hongkong, Lieut.-Col. and Mrs. Heron and children, Mrs. Richardson and two children, Mrs. Miss and Master Lester and Mr. J. Messer, G. Heron, R. Sharp, G. Gittins, R. Harley, N. Braster, N. Conquill, W. George, N. Price, T. Duncan and W. Whitcher; for Shanghai, Mrs. G. Mackenzie and two children, and Miss B. Morrison, for Manila, Mrs. Br. Hall and Mackintosh; for Kobe, Mr. and Mrs. N. H. Wester Lout and two children, Messrs. Y. Sabine and R. Inada; for Yokohama, Rev. A. E. Webb, Dr. S. Leo, Messrs. W. H. Stone and E. Ayishiyo and Miss T. Yamada.	
Per <i>Polyester</i> , for Hongkong, from Singapore, Mr. Siva, Siva and Konecke; from Saigon, Mr. and Mrs. Bertrand, Messrs. Andrew, Jean B. Kalb, Tou, L. G. Vincent, E. Schippe and A. Barfell; for Shanghai, from Marseilles, Mr. and Mrs. J. Halbarts, Mrs. Roussel Leher, Mrs. Sofiot, Poitaut, Ricou, Tap, Estagne, Dutavies, Marin, Chappelle, Lombard, Prenaud, Seconde, Conrad, Marin Georges, Gardini, Bou, Adriev, Martel, Ronvel, Versepuy, Poitau, and Mathieu; from Singapore, Mr. S. Johnson; from Saigon, Mr. Denaire; for Yokohama, from Paris, Messrs. Chevalier, Picard, Virey, Eoyer, Barber, Baudouit, Punkt, Heutepre, and Pons; from Colombo, Mr. Marcell Marchand; from Singapore, Messrs. H. C. Gilliland and Aarau; from Saigon, Messrs. Surcharom and Bardon; for Nagasaki, from Saigon, Mrs. Amossa and Mrs. Omura.	

HONGKONG REGISTER		
Previous day	On date	On date
8.00 p.m.	at 10 a.m.	at 4 p.m.
20.22	20.40	20.57
Temperature	78	78
Wind	NW	EW
Force	3	5
Weather	dry	wet

Highest open air temperature on the 28th..... 25  
Latest open air temperature on the 29th..... 24  
Hongkong Observatory, 29th July.

## JOINT STOCK SHARES

Hongkong, 23rd July.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shai.	\$125	1810, sellers
Banks—		L'low, 1813
Natl. Bank of China		27, buyers
A. Shares	25	27, buyers
B. Shares	25	27, buyers
Foun. Shares	21	30, sellers
Bell's Asbestos E. A.	41	31, buyers
Campbell, Almon & Co.	\$10	21, buyers
China-Borneo Co. Ltd.	\$16	226, sellers
China Light and Power Co. Ltd.	\$20	15, sellers
Hongkong & L. M.	\$10	110, sellers
Hong Sugar	\$100	104, sellers
China Company	\$500	150, nominal
China Linen Co. Ltd.	\$50	145
Cotton Mills		
Two International	Tls. 100	Tls. 42, sellers
Asiatic Kung Mow	Tls. 100	Tls. 35, sellers
Soyhouse	\$100	145, sellers
Hongkong	\$10	151, sellers
Dairy Farm	\$8	102, sellers
Brick & Co. Ltd.	\$25	24, sales & buy.
Green Island Cement	\$10	88, sales & sel.
H. & C. Bakelite	\$50	141, seller
Hongkong Electric	\$10	150, buyers
H. L. Trawman	\$100	161, sellers
H. S. Steam Water-boat Co. Ltd.	\$7	130, buyers
Hongkong Hotel	\$10	135, sellers
H. & W. Wilson & Co.	\$100	125, buyers
Hongkong Iron	\$100	183, sales & sel.
Hongkong Loco.	\$100	145, sellers
H. & W. Clark	\$100	120, sellers
Hongkong Electric	\$10	115, sellers
H. L. Trawman	\$100	140, buyers
H. S. Steam Water-boat Co. Ltd.	\$7	130, buyers
Hongkong 100	\$10	125, buyers
H. & W. Wilson & Co.	\$100	183, sales & sel.
Hongkong Loco.	\$100	145, sellers
H. & W. Clark	\$100	120, sellers
Hongkong Electric	\$10	115, sellers
H. L. Trawman	\$100	140, buyers
Hongkong 100	\$10	125, buyers
H. & W. Wilson & Co.	\$100	183, sales & sel.
Hongkong Loco.	\$100	145, sellers
H. & W. Clark	\$100	120, sellers
Hongkong Electric	\$10	115, sellers
H. L. Trawman	\$100	140, buyers
Hongkong 100	\$10	125, buyers
H. & W. Wilson & Co.	\$100	183, sales & sel.
Hongkong Loco.	\$100	145, sellers
H. & W. Clark	\$100	120, sellers
Hongkong Electric	\$10	115, sellers